

RAILROAD REVIEW FOR 1904

divided into interesting groups:

Miles	Cost
Los Angeles terminal	40
Trackage rights	50.50
Total	90.50
Trackage rights	117.50
Total	208.00

In trackage rights is included the O. S. L. line to Sandy and to Buena Vista from Salt Lake, the Santa Fe line between Daguerre and Colton, and the Southern Pacific near San Bernardino. Thus a big system is built up without constructing unprofitable parallel lines and in Utah the former branch lines of the Oregon Short Line become a most important part of the busy through route. Taking this same total of mileage, the total in each State is: Utah, 49.28 miles; Nevada, 21.08 miles; California, 32.7 miles. Total, 103.14 miles.

Shortened Distance.

While this system consists of over 1000 miles, as above, it should be mentioned right here that the distance from Salt Lake to Los Angeles via the Leanington cut-off will be 77 miles. It may also be of interest to show that via Lehi Junction and Fairfield it is but 77 1/2 miles and via Nephi it is 79 1/2 miles, these figures being of value, as the people of the three lines will be able to take a train daily for Los Angeles without coming into Salt Lake, thence to Ogden and laying over until train time. For instance, Tintic will have a run of but 67 miles to Los Angeles, Provo 74 1/2 miles, Nephi 76 1/2 miles, Milford 67 miles, and so on. The half-way point is far into Nevada, so California and Nevada will be benefited. Upon Salt Lake as a jobbing center, each settlement south of Salt Lake and the old Nephi line, the Salt Lake & Western district, and the Leanington cut-off via Stockton and Tintic, the branch to Pecos and Newhouse, will have the opportunity of coming to Salt Lake or going to Los Angeles, and the railroad will at once see what short distances and good accommodations will do in building up passenger travel. The important question is, "What will this new road do for Utah?"

It will reduce the fare from Salt Lake to Los Angeles from \$44.50 to \$35. It will reduce the time in transit from fifty-two to twenty-eight hours. Later it will be made by the Limited in twenty-four hours.

It will reduce the Pullman fare from the rate for three days to the rate for one day, which will be not over \$5. It will reduce the dining car expense from \$8 to \$5 between the two cities. The total of the expenses saved will enable a person to have from \$20 to \$30 spending money when arriving at the California city. These are but the things which the average tourist and traveler wants to know.

The Trains.

Commercially, however, the freight department will show the best results toward really helping this city and State. The line will at once take its place as one of the main traveled roads from the Atlantic to the Pacific.

Ships from Belgium will glide into San Pedro harbor and discharge cargoes of steel rails into the waiting cars of the Salt Lake Route. These rails may be destined for Canada, but they will pass directly through this city. As the train comes north it will have orders to take the siding every ten miles for one of the trains of coal going to San Pedro to be loaded on ships for some port in the Pacific.

Fruit trains will come this way. Grain from Utah valley will go down to be taken into ships for Port Arthur. Then, for example, the best beer made has found its way by train into Manila. If the Salt Lake Route can get its contracting agents at work, such shipments as these might be brought this

the line, and points which have heretofore been very dull will note the increase in traffic as it helps their town. Then, the Salt Lake Route will complete a line of railroad in connection with other lines, extending from San Diego and San Pedro to the Pacific, via Los Angeles and Salt Lake to Butte, Helena and the heart of Alberta, Canada. Just imagine the demand for Los Angeles fruits among Butte's easy spending at Christmas time, and the picture is a fair exposition of the other great traffic development for the new road. Sooner or later Alberta is going to show some wonderful development, the north and south line, the only one, by the way, this side of the Illinois Central, will at once feel the effects of the completion of this link.

Will Take the Tourists.

A most important item to be considered is that while San Francisco holds the commercial supremacy of the Pacific coast, yet the average tourist rarely states that he is going to San Francisco, but it is Los Angeles or Pasadena. Take up the leading magazines, and the library table today and you will find advertisements of Eastern roads alluring New Englanders or Virginians to pass the winter in California. It will be seen that Los Angeles and its environs seem to always be at the Pacific and there is the Sunset, the Santa Fe, the Rock Island limited all working for Los Angeles, and the Santa Fe, as an added attraction, has just built on the rim of the Grand canyon a magnificent inn, which is being extensively exploited.

It should always be borne in mind, however, that one great attraction for tourists is Salt Lake City and the lake of the same name. With this city and Los Angeles county on the same route, it will make a tourist route that will be unsurpassed, and in summer the Salt Lake Route can have its bright young passenger men in the East book people there by showing how a side trip through the Yellowstone and then the

the other side of Good Springs suffered greatly for water, this portion of the desert being without any water at all and this important article with all supplies having to be hauled to the camps. Las Vegas is a really pretty spot, an oasis in the desert, and here a fine station is to be erected, and possibly a sanitarium will be built by Senator Clark, who owns the whole range with all water rights. It is destined to be the important point between the two cities and the connection for the extension to Bullfrog.

A Mission style station will go up at Las Vegas, such being the standard for all stations in populous points reached by the road in California. Such stations are already in use at Riverside, Pomona and Ontario. Los Angeles will have a beauty and so will Pasadena.

The grade is standard width at top, laid with twenty-five-pound steel and with 3000-foot sidings every five miles. The whole line will be ballasted. It crosses the Santa Fe branch running north from Blake, 103 miles this side of Daguerre, so it will be of value to either road. Each can use the other line between Ogden and Daguerre should occasion demand.

From Daguerre the Santa Fe line over Cajon pass is to be used and the Southern Pacific track will be used near San Bernardino for a few miles. From Riverside to Los Angeles and San Pedro the company has built its own tracks and here the finest construction seen in the United States can be found. The great concrete bridge over the Santa Ana river, the Mission style stations, the smooth ballasted roadbed and right of way running through orange groves and all the beauties of California outdoor life, make it a line that will at once prove the most attractive in the country.

It will be months before all the little details are worked out, but the track is expected to be joined today. In another month trains may be able to

the Pacific roads it should be added in all fairness that the engineers of that day were not equipped as the engineers of today. The Lucin cut-off, tunnel through the Sierras and bridge from Benicia to Port Costa did not enter into the plans seriously. Had they, the road would have stood for all time without line changes. As it is the old Central Pacific has been rebuilt from Ogden to Reno at an enormous cost.

The Western Pacific has all these facts to guide its engineers. It is known that a shorter line around the south end of the Great Salt Lake can be secured, that Salt Lake is the Mecca for tourists and cannot be ignored, that a better route over Beckwith or Prodena can be adopted which will require no snow sheds, but a short tunnel, that the line into San Francisco will tap the great ships of the whole Pacific and that San Francisco is the commercial gateway to the Orient. All these things are known to the Western Pacific promoters. They have run five distinct lines through Nevada, they have tapped Deep Creek, they have investigated the Great American desert and the Great Salt Lake from every point of vantage and they are ready to make their final report to 195 Broadway, N. Y.

Here is the route as gleaned by The Tribune from official sources. San Francisco, freight terminals at China Basin near the Potrero; passenger terminal at the ferry which is controlled by the State Board of Harbor Commissioners.

Oakland and environs, the coming residence and manufacturing town of the Bay of San Francisco. Stockton, the town at the mouth of the big river and at the head of the wheat shipping country. Thence to Marysville and Oroville, touching intermediate points, to the section near Quincy, reaching agricultural, live stock, mining and timber regions of that country, thence to Beckwith pass by one of the most beautiful scenic

operation has been accomplished in the most thorough manner, and the results must certainly be satisfactory to the owners, as the year has been the most prosperous in their history. Dividends have been announced from the Union and Southern Pacific, and this in the face of an expenditure of millions.

The great Lucin cut-off is being operated and has proved its success.

The whole line between Ogden and Reno has been reconstructed, and now the tunnel through the Sierras and the bridge over the bay from Port Costa to Benicia are spoken of.

Local interest centers about the lines under Mr. Bancroft's jurisdiction. That official has reason to feel proud of the achievement of the road, for it has developed into a wonder since 1877. Just at present the Oregon Short Line is building the Mindooka & Southwest, which will be sixty miles long and traverse the region opened under the big Twin Falls ditch. Surveyors are at work seeking a new line to the Yellowstone National park. This is most important, as it was demonstrated last summer that the Oregon Short Line controls the passenger travel into the reservation, and with its rails can greatly add to its passenger earnings.

At Bingham Junction about six miles were built, to reach the smelters. New concrete water courses, abutments and other structures were put up. The road was entirely relaid with new steel and full gravel ballasted. New stations were built and bridges put in. In fact, the work of strengthening the line progressed.

November broke the monthly record for gross earnings, and the whole fiscal year as well as calendar year, broke the record for gross. A comparison between the statistics for the year ending June 30, 1894 and June 30, 1904, will tell the story of ten years. It is a great showing to be sure.

ON THE GOULD LINES.

Good Year With Most of Construction in Colorado and Far East.

The Rio Grande system passed a prosperous year and toward the last increases were reported, traffic having gotten down to normal and passing the dates for comparison with the high-water mark the few years preceding having shown an abnormal increase to these lines, owing to the open Ogden gateway, when, with all things being equal, the Rio Grande and connections more than controlled half the traffic at the gateway. The gateway being partly closed for the last year caused the Rio Grande much hard work to compare earnings with the big monthly records of the past, but even with this disadvantage the lines pulled out, and the year to close in June will show a good increase.

Over in Colorado a line was built fifty-five miles over high grades, from Mack, Colo., to Dragon, Utah. But four miles are in the State of Utah. This road is owned by St. Louis parties, and a description of the line, route and equipment was contained in The Tribune of December 20.

No mileage was added to the Rio Grande, however, in the State of Utah. Much work was done in ballasting the main line, and the track can be said to be second to none in the West.

The Rio Grande has a great future before it as a part of the great Gould system, but details of this connection are contained in the Western Pacific article, and need no repetition here. The Utah lines were ably handled by Joseph H. Young up to November 24, when he resigned to go to the Colorado & Southern as general superintendent, and a few days later the announcement was made of the appointment of A. E. Welby as general superintendent of the Western. He was welcomed back to the city December 1, and since then has been going over the lines and becoming

situation in Nevada that the State will be within its borders a total of 1500 miles within the next three years to the Salt Lake Route in Nevada has been in Lincoln county, and that county, heretofore lying dormant, from a commercial standpoint, comes to the front with over 200 miles of railway to add to its annual revenues, to say nothing of the development to its industrial interests and the many people brought into the county. At the last election, for instance, Caliente developed quite a vote, all of which was an increase. When the shops and foundries go up at that point and Las Vegas it will mean a large population, and this will naturally bring into the towns the usual followers, such as tradesmen and professional men. Sparks is the new town this side of Reno. It was unknown a few months ago, but today it is destined to be one of the big cities of the West. The Southern Pacific will have the largest shops on the Central route located at this point. Its payroll will be a fortune every month, and the town is bound to grow. At the same time Reno, just three miles away, is harmed a bit, but is steadily growing, and the two towns have an electric line between them, the first trolley in Nevada.

The Tonopah railway was built during the year. It is six miles in length and runs from Sodaville on the Carson & Colorado. To get to Tonopah from here one uses the Southern Pacific to Reno, the Virginia & Truckee to Mound House, the Carson & Colorado to Tonopah Junction, and the Tonopah road to Tonopah. From here the Goldfield extension will be built this year. The Virginia & Truckee is broad gauge, but the Carson & Colorado and Tonopah lines are narrow gauge, but they will at once be widened. All through the fall the lines have been congested, and the Southern Pacific had to stop receiving freights for the bonanza camps unless the shipments were necessities of life.

The Western Pacific means an additional 200 or 400 miles in Nevada and should this line be built within the three years to come, the State will have a total of from 1800 to 2000 miles. Surely no State in the Union has so bright a future from the railroad standpoint.

NOTES OF THE YEAR.

It was a great year for traffic.

The Lucin cut-off was opened for regular traffic.

E. H. Harriman succeeded H. O. Burt as President of the Union Pacific.

J. H. Mendenhall joined Commercial Agent Moore's force on the Salt Lake Route.

Utah railroad men continued to be in demand and many promotions were announced.

F. A. Wadleigh came back to the Denver & Rio Grande as assistant general passenger agent.

The Oregon Short Line passed its annual meeting three times and this fact caused much speculation.

The Utah-Colorado freight bureau held a three-day session in this city, the first time in many years.

The Harriman interests announced that they would name six of the twelve directors on the Salt Lake Route.

William J. Ridd is succeeded today as traveling passenger agent of the Rio Grande by Frank Greenback.

The Oregon Short Line in November broke all monthly records for amount of gross earnings. The month of December was a surprise.

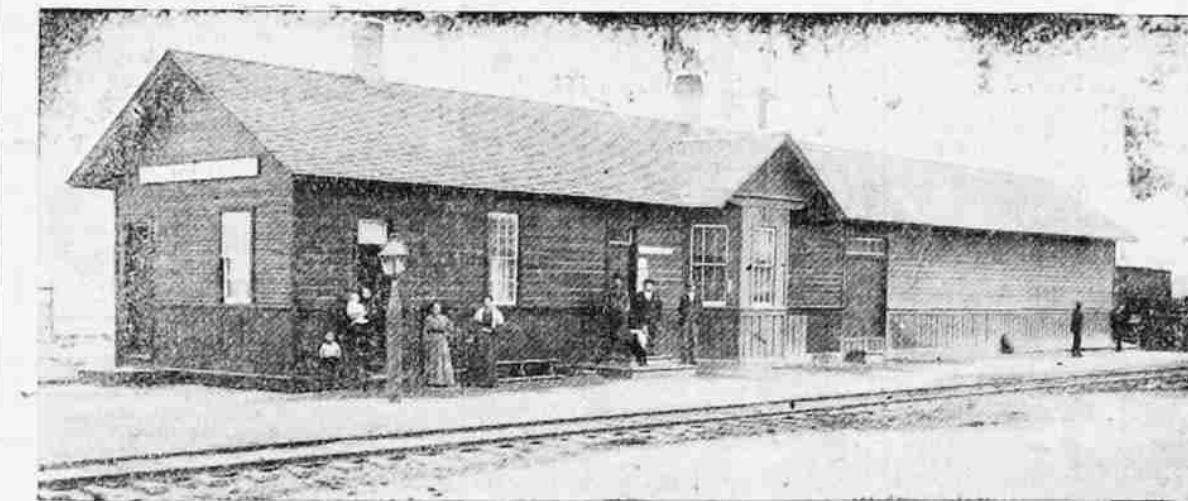
George W. Kramer died suddenly in Denver. For twenty years and more he had been coming to Salt Lake, where he had many friends.

Surveyors are working from St. Anthony in seeking for the Oregon Short Line a new and easy route to the edge of the Yellowstone National park.

Henry Hawgood, chief engineer, and H. M. McCartney, assistant, resigned from the Salt Lake Route. E. G. Tilton became chief engineer, A. J. Jones assistant.

The two big projects in reconstruction are the tunnel through the Sierras and the pile bridge from Port Costa to Benicia, both on the Southern Pacific.

Halbert S. Kerr, who had been in charge of the Sanpete Valley for years, was ap-



Modena Railroad Station.

Journey to California can be taken. Like these can be figured upon by the hour, and as it is just such combinations that count with a prospective passenger, it is safe to say that the new line will more than control its share of through traffic of this description.

At present Senator Clark has announced his intention of putting on the Los Angeles Limited to run from Chicago to Los Angeles via the St. Paul, Union Pacific and Salt Lake Route. It will be the very finest train that the Pullman works can build. In addition to this, there will be a local through train each way every day, these trains to run via the Ogden route. For the Provo and Nephi route, however, a local train will run through daily and have all the advantages of the other train, which it will connect with morning and evening at Lynn Junction. In addition to these six through trains the company will place in service local trains as conditions warrant. One thing is certain: the Salt Lake Route will have the finest train service ever known to those lines which have been operated in Utah for so many years.

The Roadbed.

As has been stated, in addition to completing the link between Daguerre, Cal., and Caliente, Nev., the lines acquired from the Oregon Short Line, with the exception of the Leanington cut-off, have had to be rebuilt. The entire cut-off has been ballasted its entire length. This line ends at Lynn Junction, where it joins the line from Salt Lake and Nephi. Below Lynn Junction the roadbed was widened at top to eighteen feet, and the whole line is being relaid with seventy-five-pound steel. It will be ballasted with tufa. A 3000-foot siding has been put in every five miles. The old bridges were renewed and strengthened, a feature being the continuous ballast deck, which not only deadens the noise, but protects the bridge from fire and weather. The standard for stations, section houses and other structures in Utah is of the regular red and green frame style, but the elaborate stations will eventually go up at such points as Provo, Tintic Junction, Milford, Caliente and other points where a heavy traffic is developed.

Modern coal stations and many water tanks will be erected, much of this work having already been completed. In the way of shops, the local work will be done in North Salt Lake, where a portion of the big plant is owned by the Salt Lake Route. Sub-terminals will be established at Tintic Junction, Lynn Junction and Milford, but the two most important terminals on the line will be at Caliente and Las Vegas, Nev., 124 miles apart. At these points several roundhouse buildings will be erected, with necessary shop appliances, dwellings and general buildings needed at such terminals.

The new tanks are of 70,000 gallons capacity, standing on iron pillars set in concrete. The tanks are of steel. In the desert windmills and auxiliary gasoline pumps are a part of the tank plant and concrete is also used for foundations at these points. In fact, the lines between Salt Lake and Caliente are being rebuilt in the most modern and lasting manner, and this work is by far one of the most important in constructing a line over which fast passenger and the heaviest freight trains can operate.

The Construction.

The building of the link between Caliente and Daguerre did not present any unusual features except that the gangs

operates between Salt Lake and Los Angeles by October 1, the road will be breaking the record for gross earnings as well as enjoying the reputation of being the most popular line in the country for the overland journey to the land of sunshine.

The San Pedro, Los Angeles & Salt Lake will do great things for this city and it will at the same time be demonstrated that the other lines will not suffer. It is destined to take its place in the very front rank of transcontinental roads and if it gives a train service in keeping with the excellence of construction the public will have no reason to complain.

Its officers from the president down to the men behind the steam shovel are enthusiastic over the success and each department is endeavoring to show the best results. Its management is in splendid hands and the staff at both Salt Lake and Los Angeles are composed of efficient and courteous railroad men who are to be congratulated for the able manner in which the work has been carried out.

The officers of the Salt Lake Route are William A. Clark, president; R. C. Kerens, vice-president; R. E. Wells, general manager; E. G. Tilton, chief engineer; A. L. Jones, assistant; K. K. Brown, engineer of maintenance at Salt Lake; E. M. Jessup, engineer of maintenance at Los Angeles; H. I. Bettis, auditor; W. H. Leete, cashier; F. K. Rule, treasurer; E. W. Gillett, general freight and passenger agent; H. B. Worden, and T. C. Peck, assistants; F. E. Davidson, mechanical superintendent; F. A. Waters, night of way agent; W. C. Hussey, claim agent; L. B. Stiles, forekeeper; N. H. Foster, purchasing agent; P. E. Clayton, car accountant; T. P. Cullen, superintendent; J. L. Moore and R. M. Taylor, district freight and passenger agents.

WESTERN PACIFIC ASSURED.

Gould at Its Back and Surveys Being Rapidly Completed.

The coming of the Western Pacific is assured. It will be another great feature in the development of Utah. George J. Gould, as stated unofficially months ago, has come out into the open and backs the road. By the election of his experts as directors and the election of Edward T. Jefferys as its vice-president he publicly announces that he is the one who will build it. The days for speculative railroad building have passed. What the public wants now is a plain statement of facts.

It has been argued that the Harriman lines by their policy of closing Gould out of Ogden are forcing him to make these announcements as a bluff. That may be so and it is known to be a fact that in building the Western Pacific he will probably antagonize the Southern Pacific for a time. But it must be remembered that they are all in one big fight against the Gould lines. Harriman lines. Harriman is a director in the Gould lines, Schiff, who is the real money power on the Union Pacific, has lately financed the Gould lines to the extent of \$1,000,000. In the light of the whole story and in the light of careful study they indicate that the Western Pacific will be built, that there is plenty of room for another road, the Harriman people would rather have Gould build it than any other outside party and that when it is built the earnings of the Southern Pacific will not suffer.

When criticising the poor location of

routes in the world, without snow sheds. From Beckwith the line makes a straight shoot to Winnemucca, and thence to Salt Lake City by way of the Grantsville route around the south end of the lake.

In this city it will use the yards, shops and terminals of the Rio Grande property.

Here is the estimate on the work: Surveys to be approved January 31.

Contracts awarded April 1 for construction in Utah, Nevada and California.

Completed grade, December 31, 1905, 200 miles.

No tracklaying in Nevada, but track to be started from California and Utah ends, and gangs to work towards each other.

Road to be about 750 miles in length, and can be completed within three years. As the surveys have been practically finished and are now being corrected, it will not be an impossible achievement to finish the line by January 1, 1908, if commencing April of this year.

The Western Pacific will mean everything to Gould. His system has been frequently given in detail. It starts from Baltimore, Md., and reaches this city, with diverse lines covering the best part of the country, reaching to Mexico and to the Great Lakes. Taken into consideration his present mileage and territory covered, it will mean the greatest railroad system in the whole world.

WORK ON MOFFAT ROAD.

Standard of Construction Not Often Seen on New Railway Line.

While nothing has been done locally towards letting contracts on the Moffat road, yet the line has been steadily pushed from Denver and at the present time about 100 miles are in operation. The line is one of the finest pieces of construction seen anywhere in the West, and some miles of it were the costliest on record.

This road is to be a 500-mile short line between Denver and Salt Lake and in connection with the Western Pacific or Salt Lake Route, will form the shortest line between Denver and the Pacific.

In previous issues of The Tribune have been given in detail the whole route and general traffic conditions, with features of the construction. President D. H. Moffat has announced that the line would be built, that it would be independent of other roads, syndicate, and that it would open up the richest region lying between Denver and Salt Lake.

The line has been incorporated and its mortgage filed in this city. The right of way maps for the line across the reservations have been filed with the U. S. Land office.

THE HARRIMAN LINES.

Reconstruction and Improvement the Order With Heavy Net Returns.

The Harriman system, its intermountain lines being operated from Salt Lake, have passed the most prosperous year in their history. The Union Pacific, as the parent, is regarded as being in the best position of any railroad in the country, due to its ownership and control of so many other roads. Vice-President Bancroft and staff at Salt Lake operate the Oregon Short Line and Union-Southern Pacific line from Green River, Wyo., to Reno, Nev. The

reconstruction of the line between Benicia and Port Costa to Benicia, both on the Southern Pacific.

Halbert S. Kerr, who had been in charge of the Sanpete Valley for years, was ap-

pointed by A. W. McCune as general manager of the Cerro de Pasco railroad in Peru and left for that country early in September.

Reconstruction on all lines in Colorado and Utah is being steadily pushed, and several surveys have been ordered, although no work of extension has been completed.

Mr. Gould is devoting all his energies and time to completing his great Pittsburg terminal, the connecting link between Cherry Run and Cumberland and the Western Pacific.

There is really nothing needed in Utah right now, but there will be plenty of activity by and by.

NEVADA'S BRIGHT FUTURE.

Will Have 1500 Miles in Next Three Years Owing to Development.

Nevada, which for years was at a standstill, has lately added to its railroad mileage close to 200 miles, and today the total of the State is nearly 1200 miles. Chief among the roads recently adding to the State's taxable property are the Salt Lake Route and the Tonopah railway, the former with 210 miles and the latter with sixty miles. Now comes the Goldfield extension, which will add another 200 miles, and another fifty miles, the Pioche branch with about thirty miles, and possible extensions from the Salt Lake Route of twenty-five miles, to reach nearby camps. It is estimated by one who knows the

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SALT LAKE ROUTE.

Line Practically Completed and Soon Ready for Trains.